

MICHIGAN TRUCK SAFETY COMMISSION **Annual Report** Fiscal Year **2008**





MICHIGAN TRUCK SAFETY COMMISSION ANNUAL REPORT
Fiscal Year 2008

October 1, 2007 - September 30, 2008

Pursuant to Public Act 348 of 1988

November 15, 2008

Prepared by the

OFFICE OF HIGHWAY SAFETY PLANNING

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MISSION STATEMENT

*“To improve truck safety
by providing Michigan’s
trucking industry and
the citizens of Michigan
with effective educational
programs, and by
addressing significant
truck safety issues.”*

2008 MTSC COMMISSIONERS



**DR. JACQUELINE A. EL-SAYED,
CHAIR**
Representing Michigan's four-year colleges or
universities



MR. JAMES C. PARRINELLO
Representing organized labor



MR. FRED BUETER, VICE CHAIR
Representing Secretary of State



CAPT. ROBERT R. POWERS
Michigan Department of State Police
Traffic Safety Division



MR. TIMOTHY R. KALTENBACH
Representing general public



MR. MICHAEL L. PRINCE, DIRECTOR
Office of Highway Safety Planning



MR. ROBERT E. MCFARLAND
Representing private motor carriers



MR. JAMES S. SCALICI
Michigan Transportation Commission



MR. THOMAS W. O'BRIEN
Representing Michigan's community colleges



MR. JAMES A. VAN ZOEREN
Representing Michigan Trucking Association



MR. DAVID ZICK
Representing general public

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INTRODUCTION

The Michigan Truck Safety Commission (MTSC) is unique in that it is the only organization in the nation dedicated to commercial truck driver education and training supported not with tax dollars but solely by the industry it serves. What was born of modest beginnings has grown to become a renowned safety advocate for the state's trucking industry. The 11-member Commission meets bimonthly.

Funding is provided by the Truck Safety Fund, established by Public Act 348 of 1988, and administered by the Office of Highway Safety Planning, a division of the Michigan Department of State Police. A large portion of the fund is used to support truck driver safety education programs conducted by the Michigan Center for Truck Safety.



RESEARCH

STRATEGIES TO REDUCE CMV-INVOLVED CRASHES, FATALITIES, AND INJURIES

To help guide planning and identify strategies for reducing commercial motor vehicle (CMV) crashes, injuries, and fatalities, the MTSC sponsored a study in 2007 by the University of Michigan Transportation Research Institute (UMTRI). UMTRI identified key issues associated with CMV-involved crashes and proposed countermeasures. Between 2001 and 2005, CMV-involved crashes dropped by 11 percent and fatalities were down by 9 percent. CMVs are disproportionately involved in serious crashes, being 3 percent of all vehicles in crashes but 7 percent of all vehicles in fatal crashes. The annual cost of CMV crashes in Michigan was estimated at \$662 million, more than half of which was attributed to fatal crashes.

For development of this plan, issues and strategies from the national and state agenda were carried forward into the Michigan plan, along with issues and strategies mentioned in the 2007 UMTRI published document, "Strategies to Reduce CMV-involved Crashes, Fatalities, and Injuries in Michigan". The report concluded:

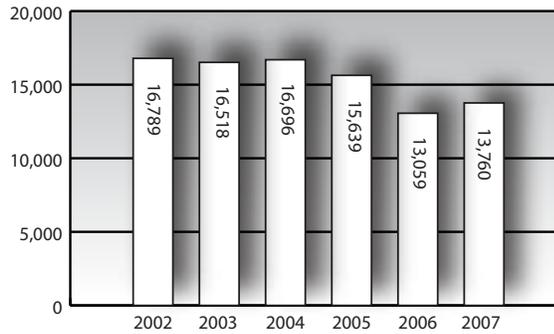
1. When crashes of all severity levels are considered, angle crashes, rear-end crashes, head-on crashes, same-direction sideswipe, and single-vehicle crashes contribute most to overall CMV crash costs, in the order presented.
2. Brake system defects have been associated with rear-end crashes, opposite direction crashes (head-on, opposite direction sideswipes), and intersecting path crashes (including angle collisions).
3. Lighting defects have been associated with rear-end collisions, where the CMV was the vehicle struck.
4. Steering defects have been associated with opposite-direction collisions in which the CMV was the encroaching vehicle.
5. Brake and lighting system violations are the most frequent violations in CMV inspections.
6. The CMV driver hazardous actions that contribute most to overall CMV crash costs are, "unable to stop in assured distance" (i.e., following too closely), "failed to yield," "speed too fast," "careless/negligent," and "disregard for traffic control."
7. In approximately one-half of CMV crashes, a hazardous action is coded for the driver of the other vehicle.
8. Fatigue-related CMV crashes tended to be severe single-vehicle crashes in which the CMV ran off the road, or rear-end crashes. Most CMV fatigued driver crashes occurred at night, between midnight and 6 a.m. on Interstate roads, and involved tractor-semi trailers or doubles operated by interstate carriers. Fatigue-related crashes account for two to three percent of total CMV crash costs in Michigan.
9. Eight counties (Wayne, Oakland, Kent, Macomb, Berrien, Washtenaw, Genesee, and Ottawa) accounted for almost one-half of Michigan's annual CMV crash costs. Wayne County alone accounted for 19 percent of the costs.

Strategies to address the above issues were incorporated into the Michigan Truck Safety Commission strategic plan which can be found at: www.michigan.gov/ohsp

CRASH PROFILE 2002-2007

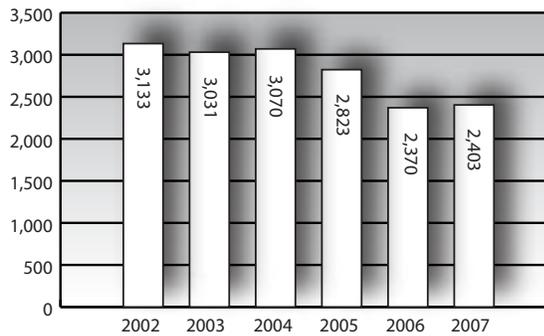
The following commercial motor vehicle (CMV) crash information shows general trends from 2002-2007. Since 2002, there have been positive gains made in most aspects of CMV crashes even

as the number of CMVs and drivers has increased during this same time period. This is likely due, in part, to increased focus on educational programs and enforcement activities.



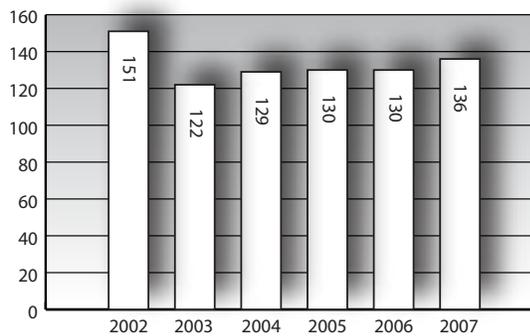
COMMERCIAL MOTOR VEHICLE CRASHES

CMV Crashes have decreased 21% since 2002.



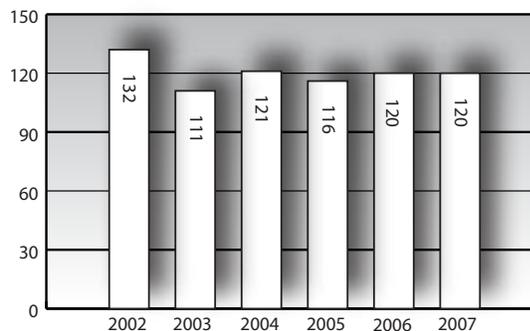
COMMERCIAL MOTOR VEHICLE INJURY CRASHES

CMV injury crashes have decreased 26% since 2002.



COMMERCIAL MOTOR VEHICLE FATALITIES

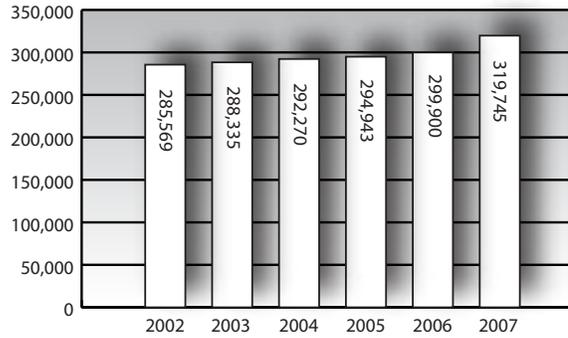
CMV fatalities have decreased 10% since 2002.



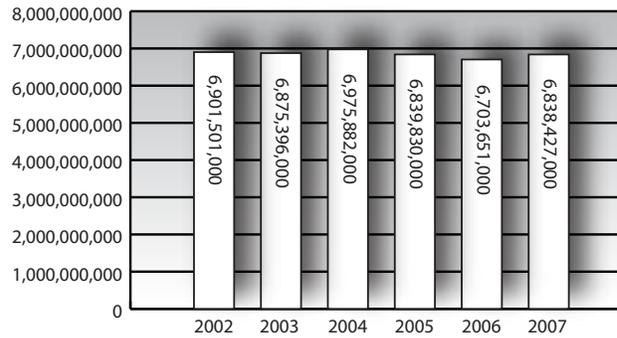
COMMERCIAL MOTOR VEHICLE FATAL CRASHES

CMV fatalities have decreased 9% since 2002.

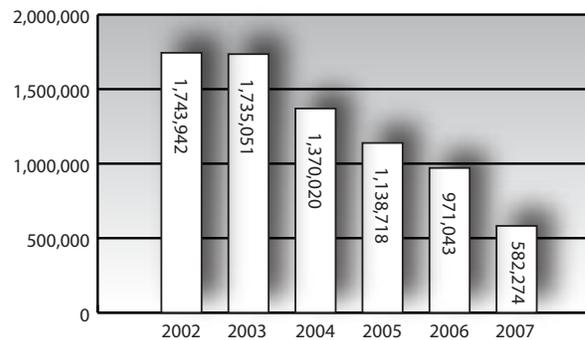
COMMERCIAL DRIVER LICENSES
CDLs have increased 12% since 2002.



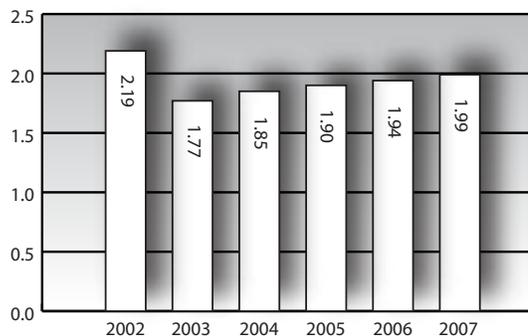
CMV VEHICLE MILES TRAVELED
CMV VMTs have not changed significantly from year to year



REGISTERED COMMERCIAL MOTOR VEHICLES
Registered CMVs dropped from 2003 to 2004 because starting March 2004, privately owned pick ups and vans were reclassified by the Michigan Secretary of State to passenger registrations.



FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED
There has been an upward trend in fatalities per 100 million VMT since 2003







EDUCATION

MICHIGAN CENTER FOR TRUCK SAFETY

The Michigan Center for Truck Safety (MCTS) operates educational programs sponsored by the MTSC. The center is funded through a grant to the Michigan Trucking Association (MTA) Education Center, Inc.

The center serves as a focal point for truck driver training and educational programs. The staff consists of a director, two directors of safety, three safety management specialists, and a media director. The Upper Peninsula office is in Escanaba but will be moving to Iron Mountain. Training programs and safety reviews are conducted several times a week. Facilities are used for training, program development and delivery, and meetings.

The Southeast Michigan consultant promotes and markets the center's programs in the Detroit area and assists in the scheduling of programs, seminars, and presentations. The consultant provides the center's brochures and materials to trucking companies.

TRUCK SAFETY SYMPOSIUM

In conjunction with the MTA, the center hosted the sixth annual Michigan Truck Exhibition and Safety Symposium in February 2008. About 275 people attended sessions taught by industry representatives and other experts in their fields. Captain John Harrison, President of the Commercial Vehicle Safety Alliance (CVSA), presented the center's "Partner in Safety" awards at the MTA Safety Awards Banquet during the event. Secretary of State Terri Lynn Land was the keynote speaker at the banquet. Secretary Land and the Michigan Department of State were also honored as a "Partner in Safety" for helping the MCTS promote its "Are You Truck SMART?" program. Three other awards were presented to:

The Michigan State Transportation Commission Steve Sprague—Federal Motor Carrier Safety Administration

Mitch Merkel—Dickinson Community Hospital

The center also recognized ASI Paving and Diesel Truck Sales as Partners in Safety for their commitment to truck safety by assisting the center in

hosting numerous Periodic Inspection Training (PIT) programs.

TRAINING

» The truck safety simulator was demonstrated at the annual expo and symposium in February 2008 and training began in March. The simulator was taken to many different locations throughout the year for demonstrations and training programs such as:

- › CDI Truck Driving School located in Saginaw
- › National Private Truck Council Spring Safety meeting at Eaton Corporation
- › Davis Cartage for instructor training and student training in Corunna
- › "Are You Truck SMART?" safety day in St. Clair Shores
- › Michigan Teamsters Annual Conference in Detroit
- › Eagle Xpress in Ludington

» MCTS continued to partner with Eaton Corporation in FY08 to operate the Michigan Center for Decision Driving (MCDD) in Marshall. MCDD provides hands-on, advanced truck driver training using the facility's skid pad and classroom. The center contracts with the Eaton Corporation on a per-student basis for training and the facility's use. During this fiscal year, 2,162 drivers completed the program at the Marshall facility, which is a 17 percent decrease from 2,617 in FY07. In FY08, 1,447 were from Michigan, or 67 percent, while 715 were from out-of-state. The center also ran the Upper Peninsula Decision Driving Course (skid pad and classroom) at the Upper Peninsula State

Donna Hallin, Safety Director for Eagle Xpress of Ludington will be using the simulator to provide the company's 44 drivers with extra safety training over the next month or so.

"Drivers will undergo a four-hour course with lessons and simulations in six areas: adverse conditions, emergency conditions, fuel management, shifting techniques, space management and speed management."

"The opportunity to use the simulator has broadened my horizons on what I will be using, not only in my own personal vehicle but also and more importantly when I am driving professionally. All truck drivers should go through training on the simulator."

Fairgrounds in Escanaba. This year, 158 drivers completed the program, a 25 percent increase from 121 drivers for FY07.

- » MCTS's management programs include compliance training and safety reviews for safety directors and other management personnel. This year, management training was conducted for 401 managers and safety personnel, a 20 percent increase from 320 in FY07.

"Erik: I just wanted to take a moment to thank you again for your time and effort in completing the Simulator training with our students. This training should be included in our standard program for all of our students. Don Young" – Baker College, Cadillac

- » MCTS provided general compliance and safety education training for 454 people in FY08. 258 people were trained in load securement (a 53 percent decrease from FY07), 65 in hazardous materials handling, and 131 in fatigue management.
- » The three-day Periodic Inspection Training Course provides training for maintenance staff, enabling them to meet federal requirements for performing periodic inspections. During FY08, 63 people completed the training, a 29 percent decrease from 100 in FY07.
- » This year 525 drivers were trained in the National Safety Council's Professional Truck Driver program, almost a 13 percent increase from 457 in FY07.
- » The center hosted safety committee members



from the National Private Truck Council. The event took place at the MCDD. Presentations included: Driver Performance Measurement Basics, Mobile Truck Simulator and the MCDD presentation. Committee members participated in a condensed practical program on the skid pads. Approximately 47 safety managers attended this event.

- » The center worked with the U.S. Department of Transportation, Federal Motor Carrier Safety Administration (FMCSA) and the Michigan De-

City of Mt. Pleasant – "Thanks so much for your time in providing simulator training to our drivers. A big thank you to the Michigan Center for Truck Safety for providing such a great program!"

partment of State Police, Traffic Safety Division, to continue to provide materials for the new entrant program, along with training seminars for new entrants.

PROFESSIONAL DEVELOPMENT WORKSHOP

The center, in cooperation with the Michigan Department of State, offered professional development workshops for CDL instructors. The workshop "Driver Performance Measurement Basics" satisfied the professional development requirements mandated by the state. A total of 13 workshops were held around the state with 195 CDL instructors attending.

PROFESSIONAL DRIVER COACHING

The center's Professional Driver Coaching (PDC) program is a one-on-one driver assessment performed on a predetermined route. In FY08, 284 drivers completed PDC courses, which is an 18 percent decrease from 310 in FY07.

TRUCK SAFETY HOT LINE

The Truck Safety Hot Line assists callers with answers to questions about safety, education pro-



grams, and motor carrier rules and regulations. In FY08, 9,945 calls were received on the hot line. The center received 11,792 calls during FY07, a decrease of 15 percent. The center also printed an "End the Confusion" card and distributed it to Secretary of State branch offices. The card is designed to give quick answers to motorists about trucks; the center's hot line telephone number is on the reference card and individuals are encouraged to call with questions.

"ARE YOU TRUCK SMART?"

During FY08 the center continued to promote the "Are You Truck SMART?" safety campaign. The program educates the public about safely sharing the road with big trucks by providing tips on blind spots, stopping distances, merging, and other issues. The goal of "Are You Truck SMART?" is to remind both professional drivers and the public to safely share the road, with an emphasis on educating car drivers on the limitations of big trucks. Automobile drivers contribute to 70-75 percent of all fatal crashes involving a passenger and commercial vehicle according to the AAA and US DOT. The center invested nearly \$70,000 in television, cable, radio, and Web advertising this year and conducted activities to publicize the campaign.

Television advertising was purchased using zone selection to reach viewers with the means to travel

America Morning. In total, over 1,700 spots ran on various cable networks in southeast Michigan.

The "Are You Truck SMART?" video was also added to the center's Web site and linked to WXYZ-TV.com. During February the spot was available on the news station's Web site generating over 500,000 web hits.

Radio advertising included two 60 second spots running on the Michigan Radio Network, a statewide affiliate of 53 stations, WWJ News Radio, and WNIC-FM, both in Detroit. More than 3,000 radio spots aired and additional stations linked to the center's Web site. A truck safety message was also broadcast on WIBM-AM, the ESPN carrier in Jackson, from March 24-April 4 to target teens on spring break.

This year, the center's print public service announcement on blind spots continued to be pub-



lished in newspapers throughout the state. The center also purchased print ads in the "State Individual Wrestling Finals Preview Guide", the Escanaba Daily Press, and the Michigan Driver and Traffic Safety Education Association newsletter.

The center also partnered with the Department of State to promote the Truck SMART campaign by distributing 32,000 brochures to Secretary of State branches and the "Are You Truck SMART?" video aired in Secretary of State branch offices and Michigan Welcome Centers.

I'm really glad I chose to go for the Home Run for Safety award. These classes have been more valuable to me than all of the things I learned in truck driving school.

Thanks, Bill Jones, Home Run for Safety Participant

or a reason to be on the road more frequently this allowed for greater effectiveness of the spots. Selected stations included CNN, FSD, FX, and TNT. As added value, a Weather Channel crawl ran in available zones from October 15- November 30 and the center had a promotional opportunity on CNN's

OTHER PROGRAMS AND ACTIVITIES

- » The center newsletter was published and distributed to approximately 14,000 companies and individuals quarterly and posted on the center's Web site.
- » MCTS staff attended and exhibited at the annual Michigan Traffic Safety Summit in March. The staff also attended the UP State Fair in August to provide public information and education to fairgoers.

"It has been a privilege to work with Jim McKay in the past several months. We would like to tell you about some of our results. We put 27 of our drivers through your Professional Driver Coaching program. Based on our goal we were down by seven accidents and also down thirteen accidents from the previous year. Again, thanks go out to your staff for such a beneficial program as it definitely reinforced some good driving skills, as well as drivers receiving constructive feedback for improved habits. Therefore, as we all work hard to keep our highways safe – Keep up the good work!" – Gloria Horvath, Safety Supervisor, Allied Systems.

- » The Michigan Trucking Association's Road Team travels the state as goodwill ambassadors for the trucking industry, speaking before educational groups on truck-related issues. Its mission is to foster safety on Michigan highways and to explain the responsibilities of car drivers with respect to large trucks. Over 800 students learned car and truck safety in eight school districts and private driving classes around the state. This is a decrease of five school districts from last year, but an increase of 19 percent from 650 students trained in FY07. The Road Team has six active drivers, all of whom volunteer their time and driving talents with the support of their respective employers: Tim Bean, R. Bean & Son, Howard City; Mark Cotter, Con-Way Central Express,

Jackson; Mike Diegel, Causley Trucking, Saginaw; David Gulock, Cassens Transport, Warren; Ronald Looks, Con-Way Central Express, Cadillac; and David Scott, Con-Way Central Express, Romulus.

- » The center continues to maintain working relationships with the Michigan Driver and Traffic Safety Education Association (MDTSEA), AARP and the Department of State to promote the Share the Road message to different driving audiences. The center staff participates in the annual MDTSEA Conference and the GTSAC Young Driver Action Team.
- » Fifty-three individuals earned the center's Home Run for Safety Award in FY08. This award is given to individuals or companies that complete the center's core programs. For drivers, that includes Professional Driver Coaching, the National Safety Council's Professional Truck Driver program, either of the decision driving courses and fatigue management. For companies, the safety management component is also required.
- » Several educational items are available through the center including two inspection DVDs and both teen and adult versions of the "Share the Road" DVD. The eleventh edition of the Truck Driver's Guidebook was published in FY08. More than 16,000 copies of the Guidebook were distributed this past fiscal year.
- » The center provides national and industry perspectives to the MTSC on truck driver training concerns and needs by maintaining contact with a variety of national motor carrier safety organizations. On a statewide basis, the center has also been working with the Network of Employers for Traffic Safety, The Governors Traffic Safety Advisory Commission and many other traffic safety associations and agencies.



FUTURE/CONTINUING ACTIVITIES

- » MCTS will co-host the seventh annual Michigan Truck Exposition & Safety Symposium in February 2009.
- » Decision driving courses (skid pad)
- » Safety management plan for new entrants, periodic inspection training and cargo securement
- » Truck Safety Hot Line
- » Professional Driver Coaching
- » National Safety Council (DDC-PTD) 4-hour classroom training program
- » Provide inspection videos and promoting proper vehicle maintenance and inspections
- » Active participation in the Commercial Vehicle Safety Alliance to ensure proper education and training for vehicle inspections and maintenance requirements
- » "Are you Truck SMART?" public information & education program
- » Research new technologies in truck driver training and education
- » New entrant contact program
- » Partnering with NATMI to offer certification programs

This Center for Decision Driving material should be included for everyone getting their driver's license so they understand about trucks and the stopping distances for trucks. Outstanding course!







ENFORCEMENT

MICHIGAN STATE POLICE TRAFFIC SAFETY DIVISION

The objectives for commercial motor vehicle (CMV) enforcement efforts conducted in FY08 were in direct alignment with Michigan’s Strategic Highway Safety Plan as well as areas focused on by the United States Department of Transportation (USDOT.) Several CMV driver-related factors play key roles in the majority of Michigan truck crashes.

During the FY08 grant period, the Michigan State Police (MSP) Traffic Safety Division focused on driver-related factors such as driving too fast, failure to keep in proper lane, failure to yield, and following improperly. Special Transportation Enforcement Team (STET) operations on both a regular time and overtime basis were utilized. Enforcement members concentrated efforts in high crash corridors, and during the days and times the high percentage of truck crashes occur.

EDUCATION

In an effort to enhance uniformity in CMV enforcement throughout the state, the Traffic Safety Division presented five, eight-hour training sessions for Michigan law enforcement personnel. This training provided patrol officers with basic information related to commercial vehicle laws. A total of 166 enforcement members attended the free Commercial Motor Vehicle Awareness classes. The evaluations submitted by those in attendance were very supportive of the training and its content.

The Division continued publishing the “CMV Enforcement Quarterly” and electronically distributed it to all law enforcement agencies, prosecutors’ offices, and district court magistrates. The publication is also available on the Division’s website.

The Division offered a Commercial Vehicle Adjudication course to approximately 20 new magistrates during an annual training session sponsored by the Michigan Judges Association. In addition, a Commercial Vehicle Enforcement and Adjudication course was presented at the annual Prosecutors Association of Michigan training session where 40 new assistant prosecutors were in attendance.

AWARD PROGRAM

In fiscal year 2008, the Michigan Truck Safety Commission sponsored the Michigan Association of Chiefs of Police (MACP) *Award for Excellence in Commercial Vehicle Safety* by providing funding to purchase plaques for the award recipients. This annual award program recognizes law enforcement agen-

cies for exceptional and innovative initiatives focusing on commercial vehicle operations that enhance traffic safety. The awards were presented at the MACP, mid-winter conference in Grand Rapids. Awards are presented in five** separate categories based on agency size and department type.

THE 2007 RECIPIENTS OF THE AWARD OF EXCELLENCE IN COMMERCIAL VEHICLE SAFETY WERE:

Class I (1-10 officers)	ITHACA POLICE DEPARTMENT
Class II (11-35 officers)	MELVINDALE POLICE DEPARTMENT
Class III (36+ officers)	NOVI POLICE DEPARTMENT
Sheriff’s Office	SANILAC COUNTY





STET STATISTICS

TRUCK SAFETY GRANT

STET Statistics FY08, October 1, 2007, to September 30, 2008

STET Activity	Regular STETs	Holiday/Sunday STETs	FY08 Totals	FY07 Totals
Safety Inspections	5,384	324	5,708	6,208
Verbal Warnings	2,698	246	2,944	3,119
Total Vehicle Stops	6,328	437	6,765	7,811
Total Citations	4,533	266	4,799	3,976
Speeding	1,591	61	1,652	2,157
Moving Traffic	125	8	133	208
Seat Belt	792	47	839	849
Driver's License	126	9	135	151
Illegal Parking	73	1	74	94
Log Book	533	31	564	517



TRUCK SAFETY FUND

STATEMENT OF CHANGES IN FUND BALANCE

FOR THE PERIOD ENDED SEPTEMBER 30, 2008

	Year Ended 9/30/07	Year Ended 9/30/08
REVENUES		
Truck Registration Fees	\$2,034,922	\$1,950,197
Variable Interstate Fees	1,100	750,000
Total	\$2,036,022	\$2,700,197
EXPENDITURES		
Education Programs	\$1,720,640	\$1,484,835
Enforcement	1,265,949	1,258,818
Research/Other	125,256	67,458
Administration	44,352	39,227
Total	\$3,156,197	\$2,850,338
EXCESS OF REVENUES OVER EXPENDITURES	(\$1,120,175)	(\$150,141)
BEGINNING FUND BALANCE		
Total	\$2,094,913	\$974,738
ENDING FUND BALANCE		
Total	\$974,738	\$824,597

NOTE A: Summary of Significant Accounting Policies

Method of Accounting—The Truck Safety Fund is recorded using the modified accrual basis of accounting. Fund revenues are recorded when they are collected. Fund expenditures are recorded in the year expended.

The State of Michigan year-end close takes place after the report date. This may cause a variance with reported costs. If this occurs, the prior year totals are updated in the current report to reflect final year-end amounts.

FUNDING SOURCES FOR THE TRUCK SAFETY FUND

- » \$15.00 of the registration fee collected by the Michigan Department of State on most large trucks (Public Act 346 of 1988, Section 257.801 of the Michigan Compiled Laws)
- » Interstate registration fees collected by the Michigan Department of Labor & Economic Growth (Public Act 347 of 1988, Section 478.7 of the Michigan Compiled Laws). These fees were phased out in FY 07 and have been replaced with a new Uniform Carrier Registration fee in FY 08.

PUBLIC ACT 348 OF 1988

Establishment of the Truck Safety Fund and Michigan Truck Safety Commission

Section 247.675 of the Michigan Compiled Laws
Sec. 25.

- (1) The truck safety fund is established and shall be maintained in the State Treasury. The truck safety fund shall be administered by the Office of Highway Safety Planning within the Department of State Police.
- (2) The Michigan Truck Safety Commission is established in the Office of Highway Safety Planning within the Department of State Police. The commission shall control the expenditures of the truck safety fund. The commission shall consist of the following members:
 - (a) A member of the State Transportation Commission, or his or her authorized representative who is a member of the State Transportation Commission.
 - (b) The director of the Office of Highway Safety Planning, within the Department of State Police.
 - (c) The Secretary of State.
 - (d) The commanding officer of the Motor Carrier Division within the Department of State Police.
 - (e) Seven individuals appointed by the governor with the advice and consent of the Senate as follows:
 - (i) One individual representing Michigan community colleges.
 - (ii) One individual representing 4-year colleges or universities.
 - (iii) One individual representing the Michigan Trucking Association.
 - (iv) One individual representing private motor carriers.
 - (v) One individual representing organized labor.
 - (vi) Two individuals representing the general public.
- (3) The appointed members of the Michigan Truck Safety Commission shall be appointed for 2-year terms. The chairperson of the Michigan Truck Safety Commission shall be elected by a majority of the members serving on the Michigan Truck Safety Commission. A vacancy shall be filled for the balance of the unexpired term in the same manner as the original appointment. The business which the Michigan Truck Safety Commission shall perform shall be conducted at a quarterly meeting held in compliance with the open meetings act, Act No. 267 of the Public Acts of 1976, being sections 15.261 to 15.275 of the Michigan Compiled Laws. Public notice of the meeting shall be given in the manner required under Act No.267 of 1976. A majority of the commission members serving shall be required to constitute a quorum.
- (4) The truck safety fund shall be expended in the following order of priority and in the following manner:
 - (a) Not more than 5 percent but not more than \$100,000.00 of the money deposited in the truck safety fund shall be expended for the fund's administrative expenses. The Office of Highway Safety Planning may employ not more than 2 persons to assist in the administration of the fund.
 - (b) Not less than 30 percent, but not less than \$1,000,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the following purposes:
 - (i) Establishing truck driver safety education programs.
 - (ii) Encouraging, coordinating, and administering grants for research and demonstration projects to develop the application of new ideas and concepts in truck driver safety education as applied to state, as opposed to nationwide, problems.
 - (iii) Applying for, receiving, and accepting any grant, gift, contribution, loan, or other assistance in the form of money, property, labor, and any other form from a public or private source for the enhancement of truck driver safety education, including matching funds and other assistance from an agency or instrumentality of the

United States and doing each thing as is necessary to apply for, receive, and administer that assistance in accordance with the laws of this state.

- (c) Not less than \$750,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the establishment of special transportation enforcement team operations within the Motor Carrier Division of the Department of State Police and any expenses incurred by the Special Transportation Enforcement Team including, but not limited to, required equipment. The Motor Carrier Division of the Department of State Police shall submit an annual report of the activities of the Special Transportation Enforcement Team operations and expenditures of the fund for those operations provided by this subdivision.
- (d) The balance of the money deposited in the truck safety fund, if any, shall be expended for the following purposes:
 - (i) Investigating, performing data collection and analysis, and making recommendations on truck accidents within this state.
 - (ii) Investigating and making recommendations on the truck safety enforcement procedures of local law enforcement agencies.
 - (iii) Performing other functions considered necessary by the Michigan Truck Safety Commission for the enhancement of truck and truck driver safety within this state.
- (5) The commission shall make an annual report to the chairpersons of the House Transportation and Senate State Affairs, Tourism, and Transportation committees on the status of the fund. The report shall be submitted within 45 days after the end of the fiscal year and shall include the year and balance of the fund and the disbursements made from the fund during the previous fiscal year.





MTSC
MICHIGAN TRUCK
SAFETY COMMISSION

